He was midway in a sermon, Most orthodox on grace, When a sound of distant thunder Broke the quiet of the place. Now the messlow of the Crosbys

On a Sunday afternoon.

Lay full within his sight. And he glanged from out his window Which stood upon his right. And the green and fragram bayoueks By acres there did stand; Not a meadow like the deacun's

Quick and loud the claps of thunder Went rolling through the skies, And the partion saw his deacon Looking out with anxious eyes.

Fat or nead in all the land.

Now, my brethern," called the parson, And called with might and main, We must get in Brother Crosby's hen The par daty new most plain " and he shut the great red Bible.

And tossed his sermon down; But a man opald ran more swiftly These the parson in all the town Rad he rap down to the meadow, With all his strength and speedy and the congregation followed

All bewildered in his lead. Ha! not often on a Sunday Such a sight as this, I ween, Of a parson and his people, A New England town had seen-

With a will they worked and shouled, And cleared the field apace; And the parton led the singing, While the sweat rolled down his face. and it thundered flercer, louders And dark are weast and west;

But the bay was under cover, And the parson had worked best Not a momint had been wasted; The rain was falling fast, is the parson and his people

Through the village breathless passed, And again to pew and pulpit Their places took composed; And the passon preached his sermon To "afteenthly," where it closed.

When the services were ended The people talking stayed, And among the sternly pious There were bitter comments made. And the good old Deacon Crosby,

A meek and godly man, Hardly dare rejoice his haycocks Had been saved on such a plan.

But the parson came down, striding In haste the narrow alsle, And the deacon's bent old shoulders He patted with a smile,

As he said : "No fear, my brother, Lest God think it a sin; Forhe sent the sun to make your hay, And your friends to get it in."

-New York Independent. ROCKING STONES. In the neighboring County of Cornwall, rocking-stones artiplentiful. A very notable one is the "Logan Rock" at Treryn Castle, in the Parish of St. seven, between Penzance and the Land's End. It is a stupendous block of grantte, poised or the crest of an immense pile of rocks that ju! out into the sea. In size it is about 17 feet in length and 321 in circumference near its middle, and its weight is probably about tous. The portion in contact with the undir rock is of very small extent, and the whole mess is so nicely balanced that the strength of single man applied to it is sufficient to make it oscillate. A superstitious idea used to be cirrent among the peasantry that although one person might rock the stone, yet place or overthrow it. On the 8th of April, 1824, a young naval Lieutenant named Goldsmith, who was at the time in command of revenue cutthe stationed off the Cornish coast, resolved in a fit of wantonness to put the popplar belief to the test. Accompanied by hiscrew, he soon proved the fallacy of the superstition, for in a very short time the united strength of the party was sufficient to "logg" or move the stone a short distance from its position; but an adjoining rock kept it from going over the cliff. Trifling as the alteration was, it destroyed the rocking property of the buge block; and the mischievous Lieutenant found all the efforts of himself and men unavailing to restore it to the place which for ages it had occupied. His action so enraged the inhabitants of the district that they complained to the authorities, and the result was be received orders from the admiralty to replace the took. The task, on account of the peculiar position of the logan-stone and surtounding racks, was a very difficult one; but at tength, with the assistance of rope and machinery from Plymouth Dockyard, it was reinstated in As former resting place. It now stands on a short iron bolt, but cannot be "logged" dearly so easily as before it was so mischievodily tampered with. There are a number of smaller logan-rocks in this district, the name "logan" being taken from the Cornish 'logg," to move to and fro. One formerly in the Pirish of Constantine, between Penrhyn and Helston, was larger than the one last described; but the influence of the elments, which probably first caused its singular

of the isthmus leading westward to Carn les Boel are several tocks resting one on another; the uppermost, 16 feet long, 5 high, and 7 broad is so delicately polsed that from one position a child can easily "logg" it. Others occur, also, n various parts of the county, one notable example being at Zennor. Several rocking-stones pectur in the Scelly Isles, notably one at St. agnes, very high, and nearly globular in shape. Chambers' Journal. QUEEN VICTORIA IN LONDON STREETS. On our arrival in town, a drive through the ark about 6 o'clock was the easiest and pleas-test way from the station homewards and

from the station homewards, and repaid for our little detour by a

climpse of Royalty in its highest form. We were

shape, has now robbed it of its facility of move-

Offver Cromwell's Governor of Pendennis Cas-

tle, on account of the superstitious adoration

with which it was regarded by the inhabitants

of the neighborhood. In the southern corner

innocently driving through the gate which enters at Piccadilly, past the Row, where the horses were drawn up, as if the riders were on the look-out for something, when an excited policeman rushed at the carriage, calling out with frantic gesticulations, "Not there! not there!" Half frightened, not knowing what had happened, I exclaimed, "What is the matter?" "The Queen! the Queen!" shouted the loyal functionary ; "don't you see her ? There ! there, coming along the Row !" he almost screamed. Collecting my senses, I looked where he wildby pointed, and soon saw advancing along the soft roadway always appropriated to rilers ouly, an open carriage with outriders in plain clothes; in the rumble behind was a Scotchman in a Glengarry cap, whom I knew to be John Brown, and inside, muffled up very much, was an elderly lady leaning back. With her was the Princess Beatrice and another lady and gentleman. This, then was surely the Queen, so seldom seen in public that scarcely anyone recognized her, as she availed herself of her special privilege and drove among the riders, and not as does the Princess her daughter-inlaw with the carriages. She was on her way to Paddington Station, from visiting the Duchess of Cambridge, and to all appearance she might bave been any other rather perturbed old lady driving home. She did not raise at all, and only acknowledged the salutes of those who recognized her by a slight bow or nod. I felt disappointed, and wished she who so seldom is men, had looked more queenly even though not

A CUNNING LITTLE RAILROAD One of the most curious railroads in the world is the ten-inch gauge road running from North Belleries, Mass., to Bedford. It was at first booted at by the people, but the road was completed, making a length of about eight and a half miles. There are eleven bridges on the road, one of which is over a hundred feet long. The rails weigh twenty-five pounds to the yard. The road is well built and equipped. One grade is one hundred and fifty-five feet. The cars and engines will at first sight create wonder and admiration. Their perfect proportions give them a handsome appearance. They are constructed very near the ground, giving them great advantages of safety. The cars have an alsle with one seat on each side in the same manner as ordinary cars have two seats. The length of the cars allow thirty seats, each person having a seat to himself. The cars are supplied with closets, water tank, are heated by steam, and have all the modern improvements. They weigh but four and a half tons, ordinary cars weighing on an average eighteen tons. The trains run at the rate of twenty miles an hour with perfect safety. The engine is placed behind the tender, giving it greater adhesion to the track. They weigh eight tons and draw two passenger and two freight cars, The cost of the road was about \$4,500 per mile.

in state sittire. - Bradford Observer.

An exchange says: "One of the best modes of taking down an overdressed young dandy on the platform of a street car is to offer him your fare, as if you took him for the conductor, Conductors are very respectable men, but, like editors, they frequently wear their last year's clothes." We heard of this being tried once. The dandy gratefully accepted the six cents, paid his own fare with it when the conductor came along, and smiled significantly as he saw the giver paying his over again.

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